

**Amendments to the Claims:**

This listing of claims will replace all prior versions, and listings of claims in the application:

**Listing of Claims:**

1. (Original) A mechanical coupling for coupling a rotatable driving element to a rotatable driven element to be driven by the driving element, wherein the mechanical coupling comprises:

a clutch mechanism, mechanically between the driving element and the driven element; and

wherein the clutch mechanism is adjustable so that in normal use the driving element can drive the driven element substantially without slippage, but so that a given torque applied to said driven element, other than via the clutch, in order to override the action of the driving element, causes the clutch mechanism to slip, thereby overriding said driving element and allowing the driven element to be driven by the overriding torque, substantially without said overriding torque being applied to the driving element.

2. (Original) A mechanical coupling as claimed in claim 1, wherein, in use, the clutch is adjustable so that the overriding torque is of a magnitude that can be manually applied to the driven member.

3. (Currently Amended) A mechanical coupling as claimed in ~~either preceding~~ claim 1 wherein, in use, the clutch is adjusted so that the clutch mechanism can slip to prevent transmission of torque greater than a given predetermined torque, from the driving element to the driven element.

4. (Canceled)

5. (Currently Amended) A mechanical coupling as claimed in claim 4 1, wherein the ~~shaft~~ driven element is an elongate shaft, being greater in axial length than in radial width.

6. (Currently Amended) A mechanical coupling as claimed in ~~any preceding~~ claim 5, wherein the driven element is a steering shaft of a vehicle.

7. (Currently Amended) A mechanical coupling as claimed in ~~any of claims 1 to 5~~ claim 1, wherein the driven element is a member for rotational connection to, and driving of, a shaft.

8. (Currently Amended) A mechanical coupling as claimed in ~~any preceding~~ claim 1, wherein the mechanical coupling includes a secondary driving element which, in use, is provided mechanically between the driving element and the clutch mechanism.

9. (Original) A mechanical coupling as claimed in claim 8, wherein, in use, the secondary driving element is rotatable substantially coaxially with the driven element.

10. (Currently Amended) A mechanical coupling as claimed in ~~either of claims 8 or 9~~ claim 8, wherein there is provided a link for connecting the driving element to the secondary driving element.

11. (Currently Amended) A mechanical coupling as claimed in ~~any of claims 8 to 10~~ claim 10, wherein the driving element is connected to the secondary driven element via a gear mechanism.

12. (Currently Amended) A mechanical coupling as claimed in claim 11 ~~when dependent upon claim 10~~, wherein the link includes, constitutes or forms part of the gear mechanism.

13. - 15. (Canceled)

16. (Currently Amended) A mechanical coupling as claimed in ~~any preceding~~ claim 1, wherein operation and adjustment of the clutch is regulated by an electronic control system.

17. (Currently Amended) A mechanical coupling as claimed in ~~any preceding~~ claim 1 which is provided with a fluid controlled system for adjustment of the clutch.

18. (Currently Amended) A mechanical coupling as claimed in claim 17, wherein the fluid controlled system includes a fluid chamber configured to fit around a shaft.

19. (Canceled).

20. (Currently Amended) A mechanical coupling as claimed in ~~either of claims 18 or 19~~ claim 18, wherein a piston is provided in the fluid chamber and wherein varying the fluid pressure varies a force applied via the piston to rotationally couple first and second clutch elements of the clutch mechanism.

21. (Original) A mechanical coupling as claimed in claim 20, wherein the fluid controlled system adjusts the clutch by regulating the fluid pressure which acts upon the piston.

22. (Currently Amended) A mechanical coupling as claimed in claim 8 ~~or any claim dependent thereon~~, wherein the secondary driving element is configured to fit around a shaft.

23. - 26. (Canceled).

27. (Currently Amended) A mechanical coupling as claimed in claim 20 ~~when including the features of claim 13~~, wherein application of fluid pressure to the piston forces the piston away from one end of the fluid chamber, and where the increased displacement between the piston and the said one end of the fluid chamber forces ~~the~~ clutch elements of the clutch mechanism into, or towards, an engaged configuration.

28. (Currently Amended) A mechanical coupling as claimed in ~~any preceding~~ claim 2, wherein the torque applied to the driven element other than via the clutch mechanism is applied manually via a steering wheel or other steering element.

29. (Currently Amended) A mechanical coupling as claimed in claim 17 ~~or any claim dependent thereon~~, wherein the fluid controlled system is operable from a pump used for the power steering system of the vehicle.

30. (Currently Amended) A system for coupling an automatic steering control system to a steering system of a vehicle, while allowing manual override of the automatic steering control system by a user operating the normal steering control of the vehicle, said system including a mechanical coupling as claimed in ~~any preceding~~ claim 2.

31. (Original) A system as claimed in claim 30, wherein the clutch is adjusted by a computerised controller.

32. (Original) A system as claimed in claim 31, wherein the computerised controller which adjusts the clutch also operates the automatic steering control system.

33. (Original) A method of coupling a rotatable driving element to a rotatable driven element, to be driven by the driving element, comprising the steps of:

providing a clutch mechanism, mechanically between the driving element and the driven element, so that the driven element may be driven by the driving element via the clutch mechanism; and

adjusting the clutch mechanism so that, in normal use, the driving element can drive the driven element substantially without slippage, but so that a given torque applied to said driven element other than via the clutch mechanism, in order to override the action of the driving element, causes the clutch mechanism to slip, thereby overriding said driving element and allowing the driven element to be driven by the overriding torque, without said overriding torque being applied to the driving element.

34. (Original) A method as claimed in claim 33, wherein the step of adjusting the clutch mechanism includes adjusting the clutch mechanism so that the torque transmissible by the clutch mechanism without slippage is greater than the torque required to allow the driving element to drive the driven element in normal use, but less than the given overriding torque.

35. (Currently Amended) A method as claimed in ~~either of claims 33 or 34~~ claim 33, wherein the step of adjusting the clutch mechanism includes adjusting the clutch mechanism during rotation of the driving element.

36. (Currently Amended) A method as claimed in ~~any of claims 33 to 35~~ claim 33, wherein the step of adjusting the clutch mechanism includes adjustment so that the overriding torque is of a magnitude that can be manually applied to the driven member.

37. (Original) A method as claimed in claim 36, wherein the driving element is an output of an automatic steering system for a vehicle, and the driven element controls the steering of the vehicle.

38. (Currently Amended) A method as claimed in claim 37, wherein the driven element is one of: a steering shaft of the vehicle; and, an auxiliary element ~~connected~~ coupled to the steering shaft of the vehicle.

39. (Currently Amended) A method as claimed in ~~either of claims 37 or 38~~ claim 37, wherein the torque applied to the driven element other than via the clutch mechanism is applied manually via a manually operated steering controller.

40. (Currently Amended) A method as claimed in ~~any of claims 33 to 39~~ claim 33, wherein the method includes the step of detecting relative rotation of the driving element and the driven element which corresponds to the driving element being overridden, and least partially releasing the clutch mechanism in response to the detection of the relative rotation.

41. (Canceled).